

**CLASSIFICATION**

**SECRET**

SECURITY INFORMATION  
CENTRAL INTELLIGENCE AGENCY

REPORT NO.

# INFORMATION REPORT

CD NO.

COUNTRY Czechoslovakia

DATE DISTR. 29 January 1953

**SUBJECT** Prague-Ruzyně Airfield and Czechoslovak Airlines

NO. OF PAGES 2

25X1

PLACE  
ACQUIRED

NO. OF ENCLS.  
(LISTED BELOW)

DATE OF INFO.

SUPPLEMENT  
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

1. Work on lengthening runway No. 22 is in progress. The runway is being extended to the north by 300 meters. Digging for the new runway and piling of materials for concreting it are well under way. The Dlouha mile section of the highway from Prague to Slany (N51/ F 50) is closed to through traffic, because the new runway crosses it, but that part of the highway leading from Prague to the passengers' traffic building at the airport remains open. The Dlouha mile section of the highway has been replaced for through traffic by a new road to the north of it.
2. The new hangar has been finished, except for the main hall, which is still under construction. The adjacent administrative building is already occupied by airlines personnel whose offices were previously in the Kotva Building in Prague.<sup>1</sup>
3. The searchlight unit which was stationed during May and June at the airfield was withdrawn from there at the beginning of July 1952. From the beginning of June 1952 two anti-aircraft batteries have been in field positions in the vicinity of the airfield. One is located in the southeastern corner of the airfield and the other is located about 500 meters southwest from Nebusice (N51/ L 78). Digging of gun emplacements and shelters was observed in the gun positions.<sup>2</sup>
4. Approval for all civilian flights within Bohemia and Moravia is given by the Military Air Traffic Control (ATC) (Vojenska letecka kontrola) located in Prague. Slovakia has its own traffic control located in Bratislava.
5. The Air Traffic Control at Ruzyně airfield is often asked during the night by the Military ATC whether there is an aircraft known to the Czechoslovak Airlines on flight in a certain area. Aircraft on flight from outside Czechoslovakia are sometimes located well inside the country, and [redacted] radar stations may not be in continuous watch throughout the night. At the

25X1

CLASSIFICATION

**SECRET**

[illegible]

SECRET/

25X1

-2-

end of September 1952 while an employee of the Ruzyně weather station was measuring the altitude of clouds at midnight an unidentified aircraft was spotted over Kladno (N51/ L 59). As the altitude of clouds is measured by means of a cone of rays of light beamed vertically, the employee was accused of signalling at night to the aircraft. Such weather station observations at night time have since been forbidden.

6. From 1 October 1952 civilian air traffic has been governed by Russian rules. All personnel concerned directly with air traffic were issued a copy of the new rules. Each copy had to be signed for and treated as a secret document. The new regulations do not differ in many respects from the old regulations issued by the International Civil Aviation Organization. The most important difference is flying by standard barometric pressure; the pilot sets the local barometric pressure for landing only when his plane approaches the airfield. After that the plane has to stay flying within a waiting area where it is brought down to the landing height and, when its turn comes, is given permission to land. During the flight the pilot has to report every five minutes the position of his plane. In the opinion of the ATC personnel the new regulations slow down the traffic. With the introduction of new regulations each head (vedouci) of a section of Czechoslovak Airlines was assigned a double from the military airforce personnel, who is called chief (nacelnik) of the section. The ATC is now called the CDS (Centralni dispecerska sluzba) (Central Dispatcher Service). The Cheb (N51/ P 37) airfield, which is at present closed to civilian flying, is mentioned in the regulations as a future terminal for foreign commercial lines.<sup>3</sup> From Cheb passengers will be flown by Czechoslovak Airlines to their port of destination within Czechoslovakia. This follows USSR policy of not allowing foreign commercial lines to operate over her territory.

25X1

Comment: These anti-aircraft batteries were reported

Comment: Probably only Western commercial lines are meant.

SECRET